



The Third Local Transport Plan

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Chief Executive & Director General of Merseytravel

Developing the Preferred Strategy for for the Third Local Transport Plan

Merseyside Annual Transport Conference, 2nd December 2010



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Goods



Walking



Cycling



Traffic

The Draft Preferred Strategy

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A new mobility culture

- ‘ An objective is the development of a new mobility culture: Changing travel habits in order to increase the use of smart modes of transport (public transport, cycling and walking), smart logistical solutions and the use of clean vehicles’

Frits Lintmeijer, Deputy Mayor for Utrecht, October 2010.

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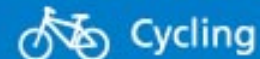


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How a new mobility culture works for Merseyside

- Developing a transport system which supports the goals and aspirations of all communities and organisations across Merseyside.
- It is about developing a transport system that provides real sustainable mobility options which support the continuing regeneration and economic development of the city region.
- It is about health, sustainability and equality.
- It goes beyond 'traditional' transport planning and must be integrated with wider sustainability, health, environmental, and education policies.

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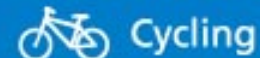


Building a new mobility culture

- **Our six goals:-**

- Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships
- Provide and promote a clean and low carbon transport system
- Ensure the transport system promotes and enables improved health and wellbeing
- Ensure transport system allows people to connect easily with employment, services and social activities
- Ensure transport system supports the efficient movement of people and goods
- Maintain our assets to a high standard

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The draft Preferred Strategy

- Ensure maintenance of core assets
- Support growth and carbon reduction
- Safe and inclusive
- Promote health and well being
- Making maximum use of technological improvement
- Smarter choices
- Collaboration and co-operation
- Address multiple objectives
- Maximise funding opportunities

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What you have told us

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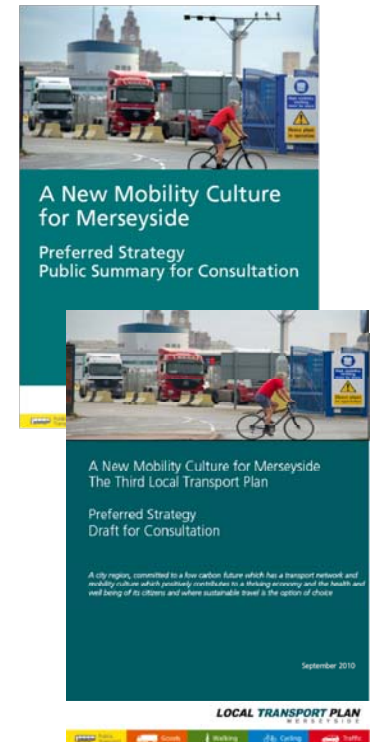
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Consultation feedback on the Preferred Strategy for the Third Local Transport Plan

- An opportunity for stakeholders and the public across Merseyside to voice their opinion on the Preferred Strategy for LTP3.
- 256 public responses (137 postal and 119 online)
- 45 stakeholder responses (4 postal and 41 online)
- Over 120 meetings attended
 - *NB These are not final totals.*



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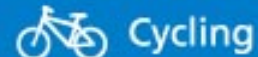


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To what extent do you agree or disagree with our Vision, New Mobility Culture and Goals?

- 90% of stakeholders and 85% of public responses ‘strongly agree’ or ‘agree’ with the Vision.
- 78% of stakeholders and 63% of public responses ‘strongly agree’ or ‘agree’ with the New Mobility Culture.
- 85% of stakeholders and 61% of public responses ‘strongly agree’ or ‘agree’ with the Six Goals.

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To what extent do you agree or disagree with the Policy Focus elements of the Preferred Strategy?

- 80% of public responses ‘strongly agree’ or ‘agree’ with the key policies.

Stakeholders ‘strongly agree’ or ‘agree’ with...	
Policy 1 – Ensure maintenance of core assets	87%
Policy 2 – Support growth and carbon reduction	73%
Policy 3 – Safe and inclusive	75%
Policy 4 – Promote health and wellbeing	73%

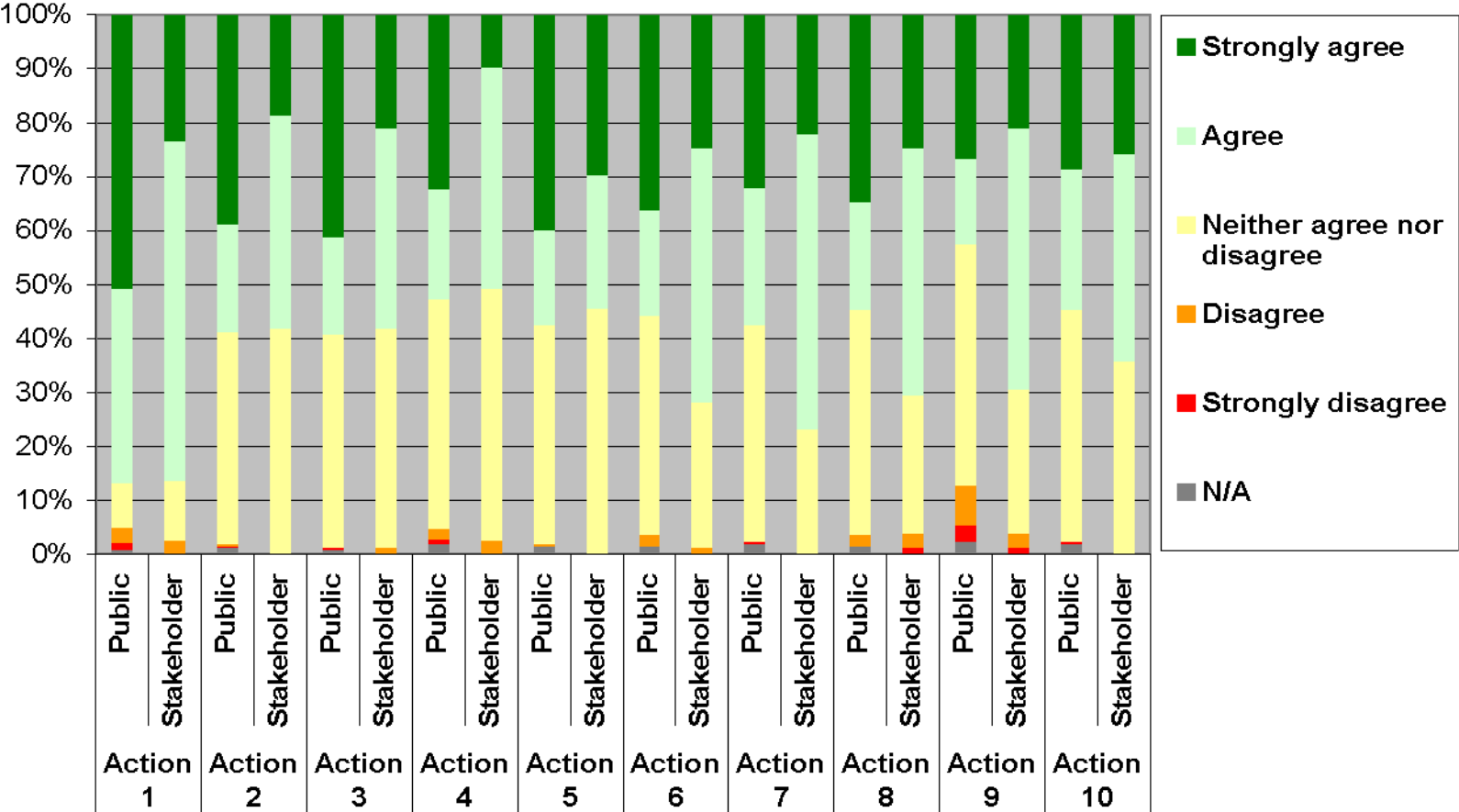


To what extent do you agree or disagree with the Delivery Focus elements of the Preferred Strategy?

- 76% of public responses ‘strongly agree’ or ‘agree’ with the overall guidelines for delivery.

Stakeholders ‘strongly agree’ or ‘agree’ with...	
Delivery Focus 1 – Making maximum use of technology	88%
Delivery Focus 2 – Smarter Choices	71%
Delivery Focus 3 – Collaboration and co-operation	73%
Delivery Focus 4 – Address multiple objectives	68%
Delivery Focus 5 – Maximise funding opportunities	71%

To what extent do you agree or disagree with our shorter-term implementation actions to support the Preferred Strategy?



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Measuring the impact of our LTP Proposals

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The Impacts Assessment

- Sustainability Appraisal/Strategic Environmental Assessment
- Health Impact Assessment
- Habitats Regulation Assessment
- Equality Impact Assessment

The assessment

- Encourages an early integration of sustainability appraisal techniques in the plan development process, leading to more sustainable outcomes

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Anticipated impacts of LTP

- **SEA/SA shows positive effects in terms of:**
 - Relieving congestion
 - Encouraging modal shift
 - Improving public transport
 - Maximising the use of existing resources
 - Increasing road safety
- **The HIA shows an overall positive impact on health, in particular**
 - Promoting healthy lifestyles
 - Reducing health inequalities
 - Protect, manage and where necessary improve local air and environmental quality
- **HIA also shows that mitigation measures to improve health could be provided by:-**
 - More emphasis on reducing the need to travel
 - Greater integration between transport and land use planning

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Anticipated impacts of LTP

- **Equalities impact showed that significant positive impacts on:**
 - Ensuring major developments proposals are subject to HIA and EqIA
 - Proposals to improve accessibility to key opportunities and services
 - Plans to improve bus infrastructure and develop SQP's
 - Use of taxi and third sector to deliver accessibility improvements
 - Linkages into existing equalities work across LA's
- **Habitats impacts assessment showed that**
 - No likely significant effects for the LTP have been identified
 - Actions in LTP to support low carbon economy and develop walking and cycling will have positive effects on sites

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Changing Times

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A lot has changed

- Government's transport imperative remains **economic growth** and **carbon reduction**
- Localism – further changes at the city region?
 - Loss of regional structure
 - GONW
 - End of PCT's
- Local Enterprise Partnerships-Regional growth fund - what role for transport?
- Big Society

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Emerging DfT views

- Genuine commitment to reduce carbon.
- Big push on electric vehicles/other technologies.
- Behaviour change needed.
- Cross sector links with health, environment.
- Commitment to seek reductions in need to travel.
- Further change in bus industry?
- Changes to the way transport schemes are appraised

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Future prospects for Merseyside

- Planning application for Liverpool Waters – complements existing plans for Wirral
- Plans for post Panamax facilities at Seaforth
- North Shore
- Mersey Barrage
- Low carbon economy - Off shore wind farms?
- **Timing and scale of recovery will impact on transport demand**

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Funding

- Headline - transport did relatively well in difficult circumstances.
 - Liverpool/Manchester electrification now confirmed
 - Mersey Gateway
 - Thornton/Switch Island link
 - ***But funding uncertainty remains, and***
- 28% cut in local transport revenue funding
- We expect to start LTP3 at half previous level of capital funding.
- New local sustainable transport fund proposed bids early 2011
- RGF – DfT a major contributor. Local transport proposals could include Central Station and Lets Get Moving
- Tax Increment Financing

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Continuing Development

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Continuing development

- Continuing dialogue with many stakeholders
- New/additional research
 - County wide survey
 - Short distance trips
 - Disadvantaged areas
- Developing a performance management regime suited to Merseyside priorities

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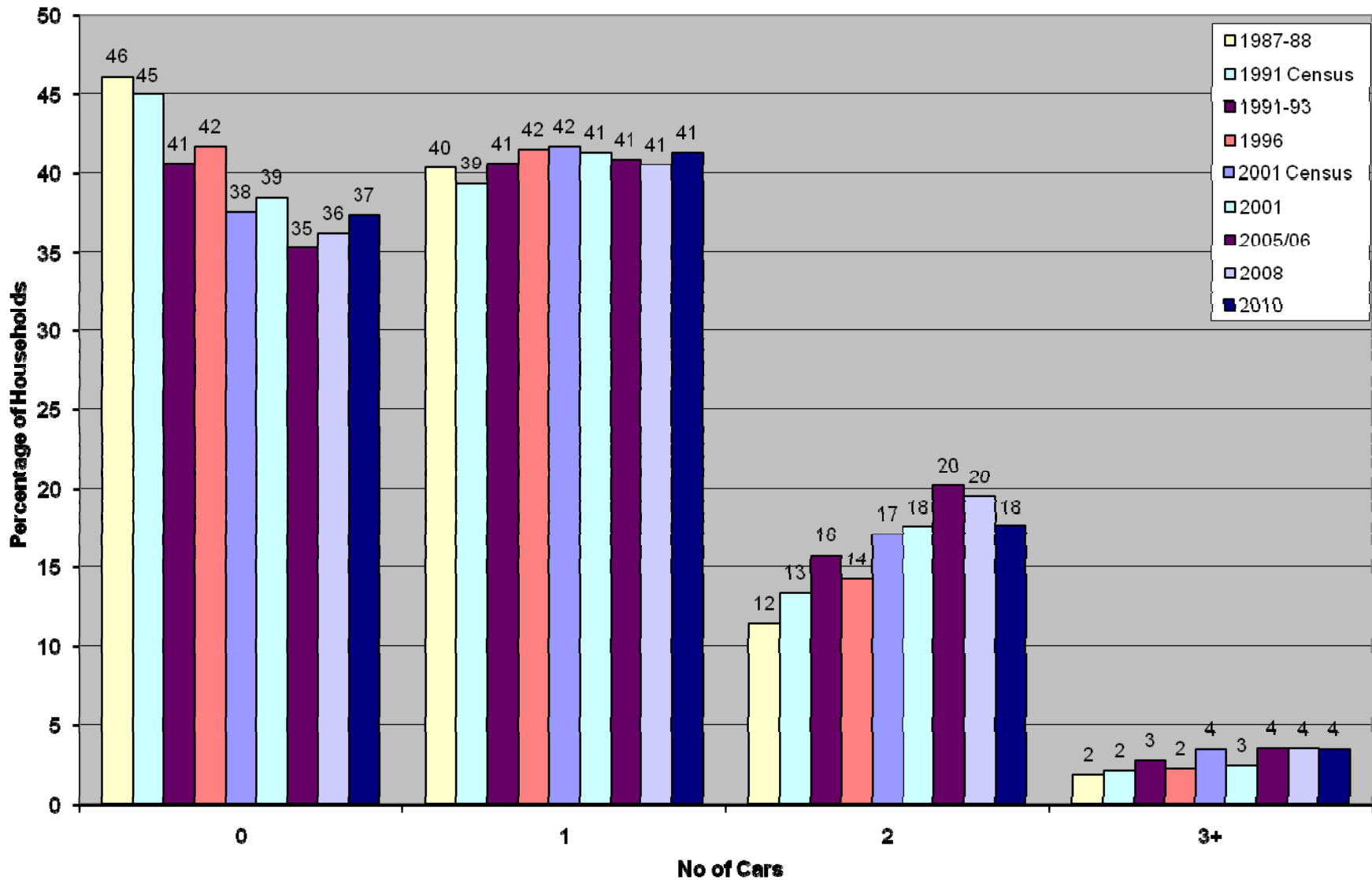


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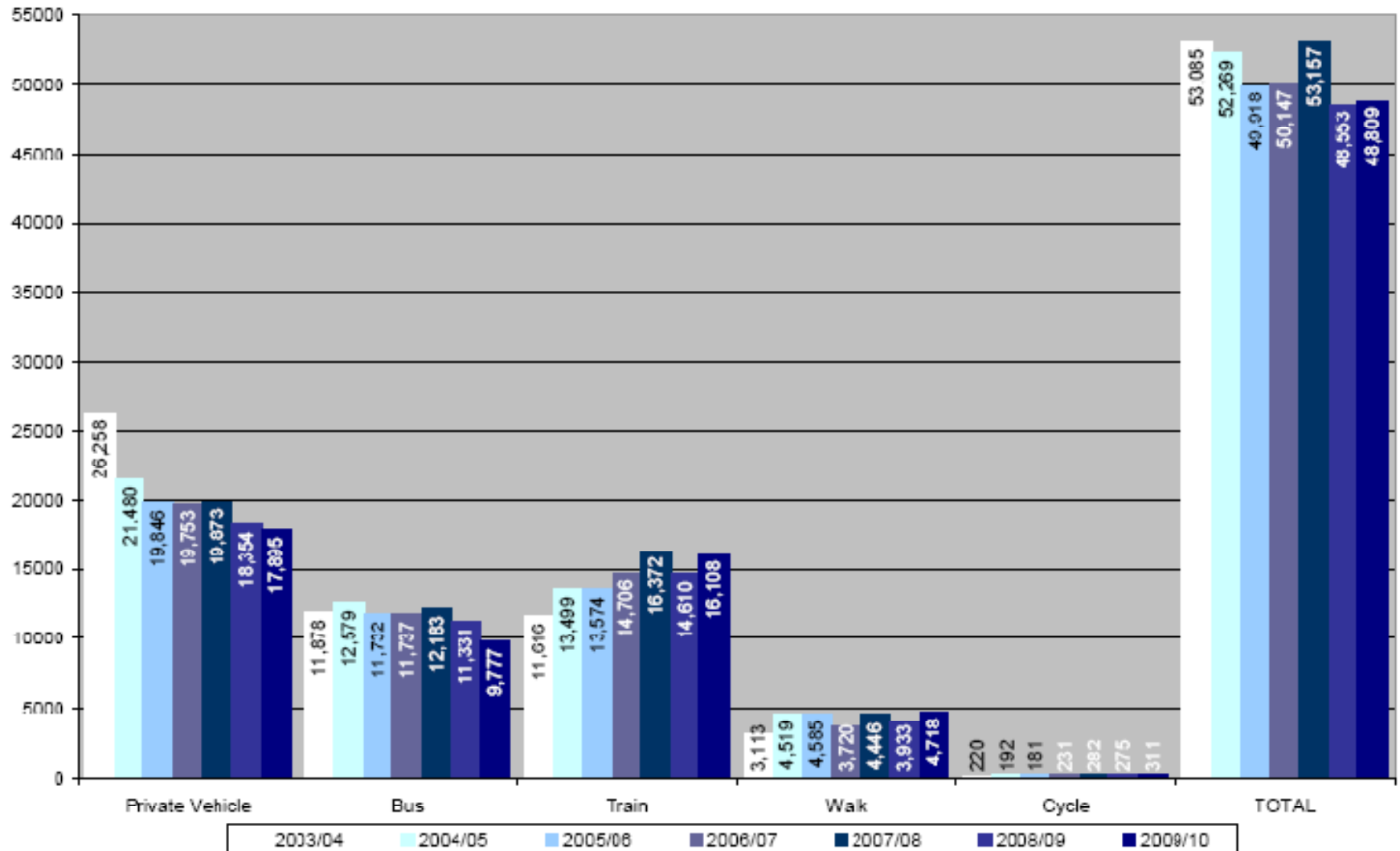
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CWS – Household Car Ownership

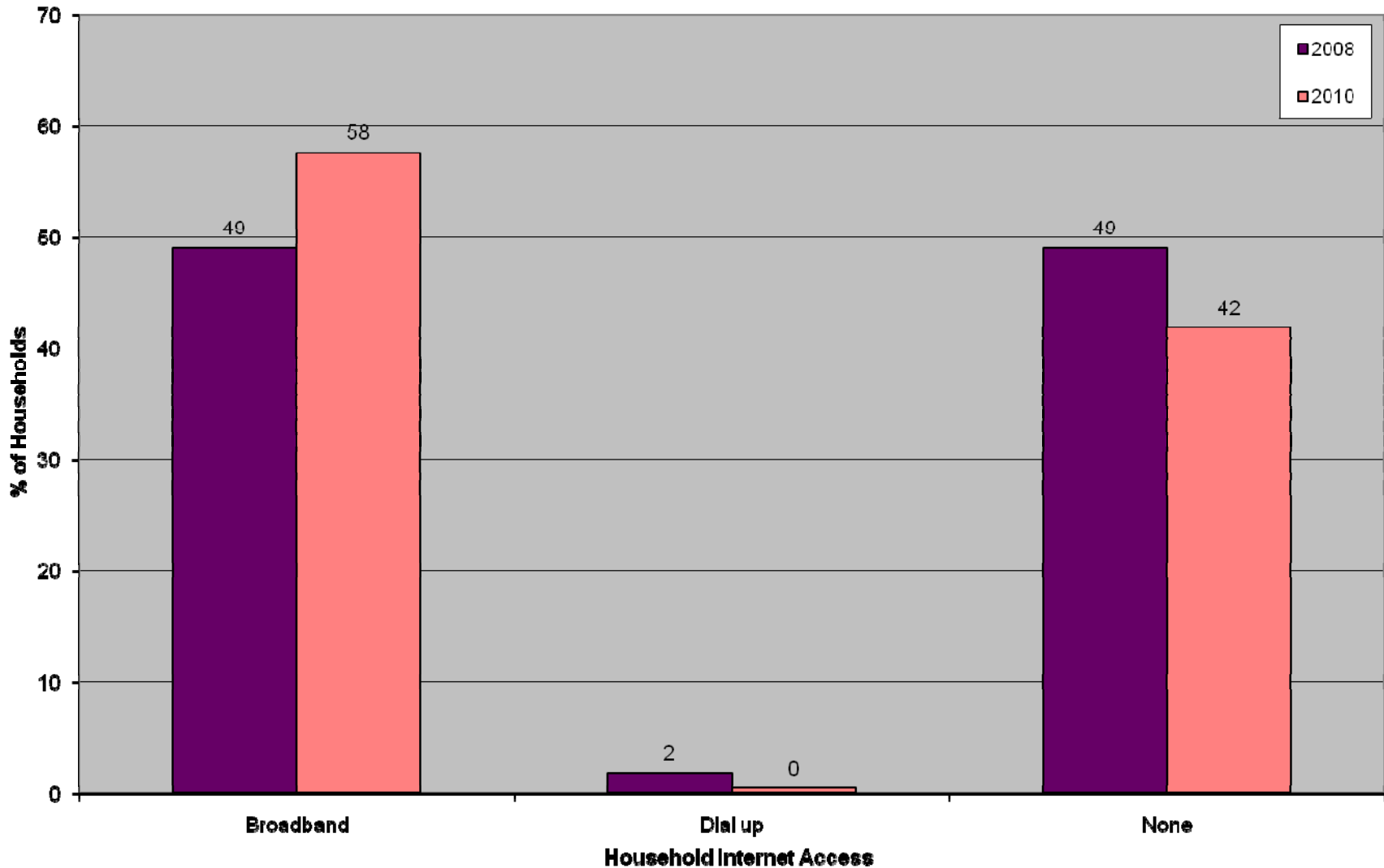


Mode Share Surveys – Liverpool City Centre AM peak

Figure 3.21: Liverpool AM Peak Mode Count



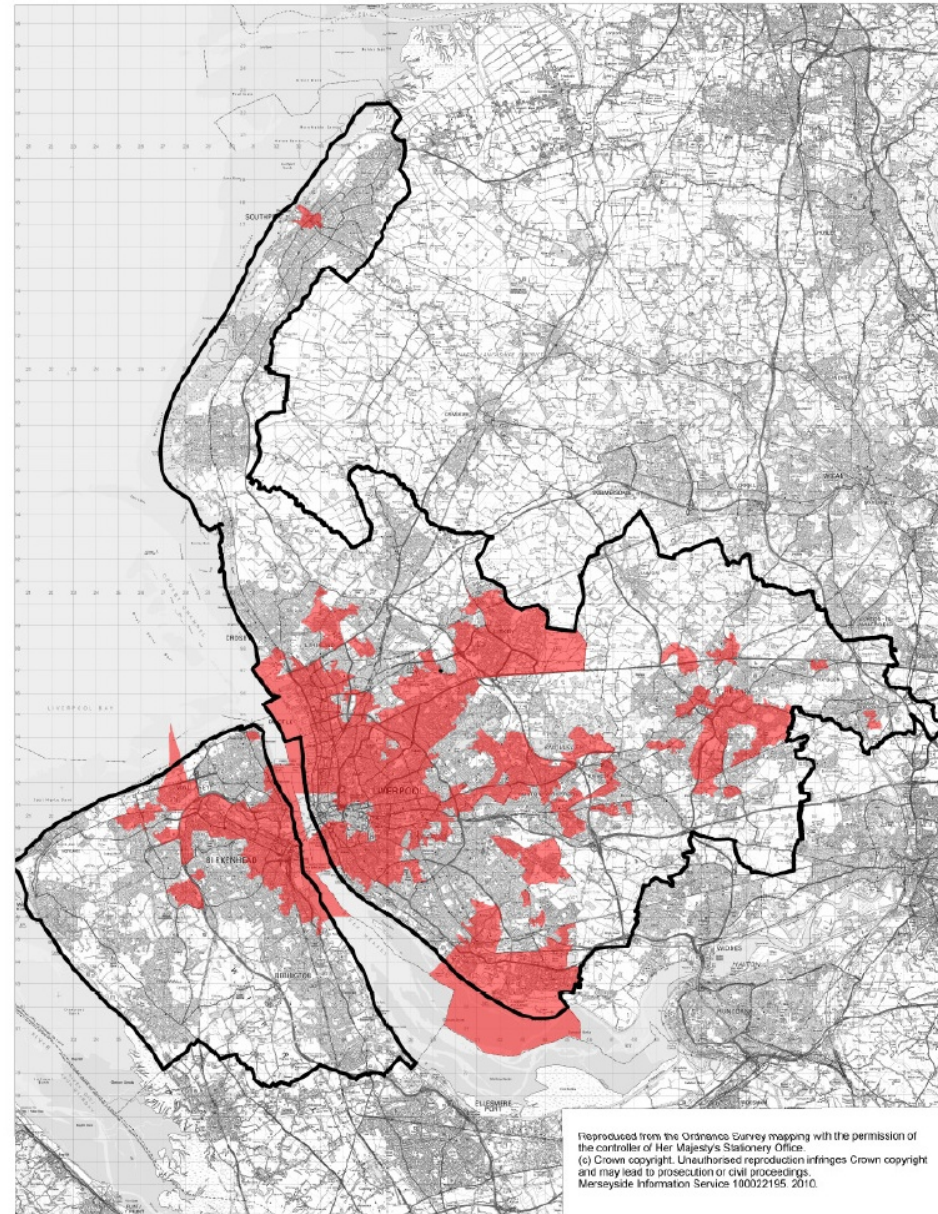
CWS – Household Internet Access



Disadvantaged Areas Study

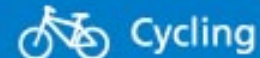
- Analysis of travel choices in output areas recorded as IMD top 10% in UK - explore in more detail the transport issues affecting peoples lives

Figure 1.1: Merseyside 'Disadvantaged Areas' (Top 10% IMD)



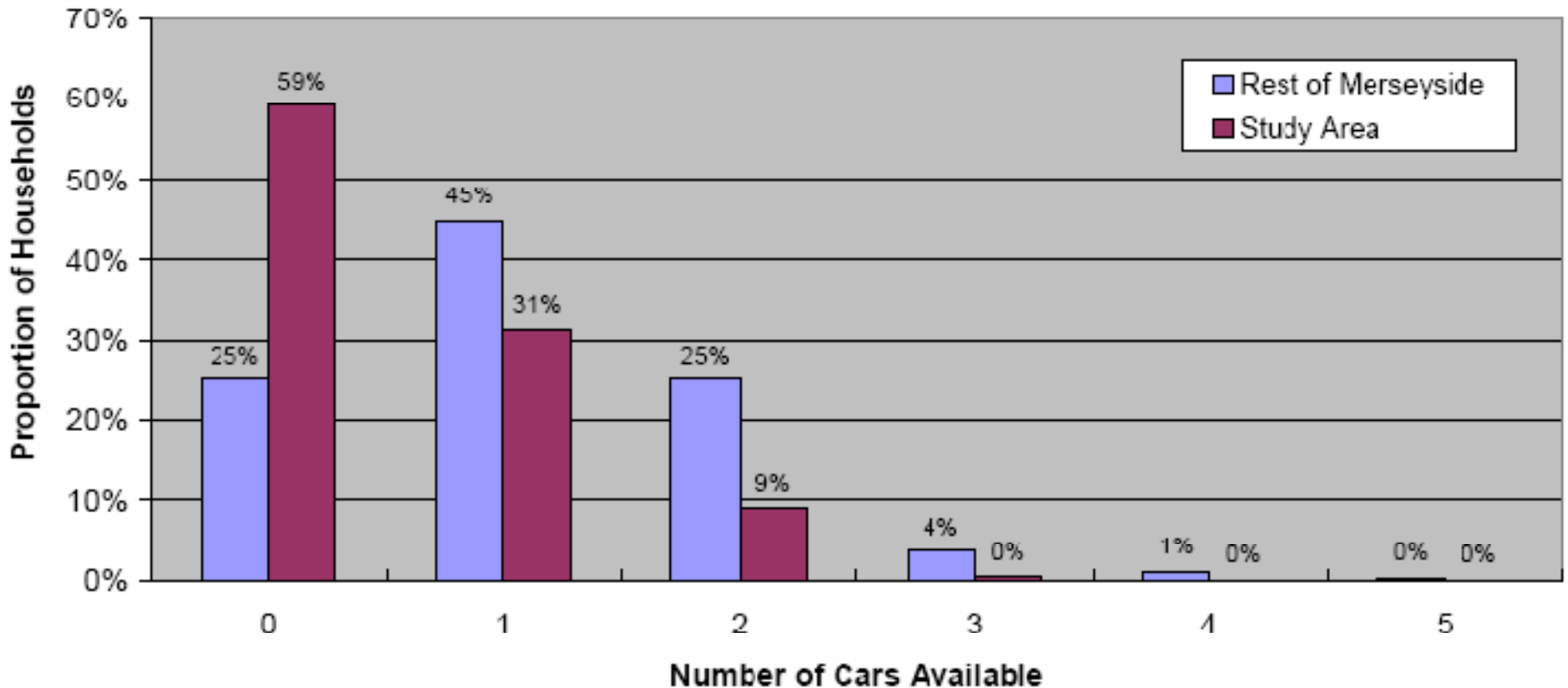
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Merseyside Information Service 100022155, 2010.

Source: MIS



Disadvantaged Areas

Chart 2-8: Car availability distribution



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Our Ambitions for LTP3

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A sustainable and equitable transport network

Non sustainable

Sustainable

Transport volume

High level of numbers of trips and trip distances,

Demand for travel is reduced and journeys are shorter,

Transport modes

Reliance on private motorised transport for passengers, Has major health impacts

High numbers of trips are made by public or non-motorised transport, and freight is carried by rail and other low-carbon modes. Active transport encourages better health

Technology

Vehicles rely on inefficient, fossil-fuel, network is inefficiently managed.

Low carbon vehicle technologies are mainstreamed

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A sustainable and equitable transport network

Transport pricing

Non sustainable

The price paid by users for vehicles, do not cover the full costs so encouraging motorised vehicle use

Sustainable

The price paid by transport users fully reflects true costs encouraging environmentally friendly alternatives.

Resilience to climate change/peak oil

Transport systems are highly vulnerable to changes in the climate, and reduced oil supplies

Transport assets developed in a way that is resilient towards changes in climate, and reduced oil

Based on Institute for transport and development policy. 8/2010

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Our planning assumptions are robust

- Proposals support employment growth through building a sustainable transport network.
- In the short term to 2014/15 the system can cope though there are some pinch points. – Central Station, port access
- Longer term, transport and traffic levels are expected to rise.
 - Liverpool/Wirral Waters, port development
- Transport enhancements will be aligned to city region priorities, *BUT these in turn must take account of transport and mobility implications.*
- We need a particular focus on addressing disadvantage.
- Maintaining what we have is critical.

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We want the LTP to be one of the cornerstones of a new and sustainable approach for Merseyside

- City region – economic growth and addressing worklessness are priorities.
- LTP supports this within the wider context of a progressive, sustainable vision that improves mobility, reduces carbon emissions, addresses health inequalities and improves quality of life.

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‘Cities that meet the challenge of sustainability will leap ahead of others by attracting people who demand a healthy and culturally rich lifestyle’

Institute of transport and development policy.6/2010

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